

CONFIDENTIAL**OS REGISTRY**
FILE *Aug 1980*
84-49
*819-1***MEMORANDUM FOR:** Deputy Director for Administration**FROM:** [REDACTED]

Director of Security

SUBJECT: Federal Paid-Parking Program

1. I am forwarding herewith a memorandum from [REDACTED] which summarizes, as well as can be done, our case against vigorous FPO enforcement of the paid-parking program at the Headquarters Building. It seems to us that the resource and public relations aspects are equally serious considerations and both argue that we should be spared this responsibility.

2. I would appreciate your review of the attached, which I am also sending to the Director of Logistics, and I would think a meeting with the three of us before long would definitely be in order.

Attachment**cc:** D/Logistics**Distribution:**

- Orig - Addressee
- 1 - D/Logistics
- 1 - C/PSD via DD/PTOS
- ① - OS Registry
- 1 - Chrono

D/Sec [REDACTED] rjw (1 Aug 80)

OS 0 1745/2

CONFIDENTIALRegraded Unclassified when separated
from Classified Attachment(s)

Attachment

28 July 1980

MEMORANDUM FOR: Director of Security

25X1
FROM:

Chief, Physical Security Division

SUBJECT: Enforcement of Paid Parking--
Headquarters Building

REFERENCE: Memorandum from Director of Logistics
dated 3 July 1980, Subject: Federal
Paid-Parking Program

1. Reference advises that it is almost a certainty that the Headquarters complex will be included in the Federal paid-parking program beginning on 1 October 1980. Reference suggested appropriate discussions between the Offices of Logistics and Security as to how paid parking regulations can be effectively enforced. On 14 and 22 July 1980, the Chief, Headquarters Security Branch (C/HSB) and I met with the Chief, Logistics Services Division (C/LSD) and the Office of Logistics (OL) paid-parking program task force leader to discuss implementation of the paid-parking program at Headquarters. These discussions were predicated on the request by the Deputy Director of Security to develop options and recommendations as to the manner and degree of OS participation in the program.

2. The OL has already completed much of its analysis and planning with respect to the implementation of paid parking at the Headquarters complex. This planning to date has been based on the assumption that OS would ensure compliance through the Federal Protective Officers (FPO) working under its cognizance. In reference, attention was called to OMB guidance that the paid parking program requires an effective program for deterring abuses. Reference notes that the key to its success is strict enforcement. During the 14 and 22 July sessions, OL representatives emphasized the need for a vigorous enforcement activity.

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3. The institution of a strict enforcement program under the aegis of the HSB with FPO's poses two problems from an OS standpoint:

a. Resources: The HSB estimates that an effective enforcement ("ticketing") program would require the full-time assignment of four officers during the second relief (0700-1500). This number is needed in view of the fact that all vehicles on the compound would need to be checked; existing procedures where most "tickets" are issued based on complaint would no longer apply. All lots would require patrolling, including the west lot; patrols would be needed at least once in the morning and once in the afternoon with a third preferably around noon. A recent survey has concluded that these patrols, in order to be effective, would be on foot, or possibly would use mopeds or scooters.

As you are aware, our FPO complement has recently been reduced in the Headquarters complex by 66,000 hours. We have already committed ourselves to raising this reduction in FY 1982 to 75,000 hours. As you know, the GSA recently suggested a reduction of 90,000 hours. These reduction figures do not even take into consideration any increase in coverage applicable to [redacted] Building. The reductions that have been instituted to date, while not creating any substantial denigration of the security protection of the Headquarters compound, do not allow for the assignment of any officers for full-time parking enforcement duties. Diversion of FPO's to such duties inevitably would lead to further curtailment of other services--in all probability the closing of additional entrances.

b. Public relations: The FPO's assigned to the Headquarters complex are clearly recognized by the employee population as serving under the cognizance of the Office of Security. The current parking enforcement procedures provide as low a level of visibility as possible, while at the same time ensuring a degree of order in the parking arena surrounding the building. Generally speaking, "tickets" are issued for the most part on complaint, or to high visibility violators. Despite the low posture of this program at the present time, the Office of Security

25X1 and HSB receive a certain amount of complaints and
25X1 get involved in a number of problem cases [redacted]
[redacted]

Any strict enforcement of parking regulations, especially with reference to paid parking, hardly an issue with great employee enthusiasm, will inevitably increase the burden of special case and complaint handling by the HSB. More importantly, it presages a return from the standpoint of the OS image to those years when the Office was so clearly identified with parking regulation enforcement. From a public relations standpoint, in years past this situation was determined to be counter-productive to our desire to encourage employees to bring their problems to us. OS participation in a vigorous paid parking enforcement program would do the same.

4. Discussions with OL representatives pursued unsuccessfully a number of options:

a. The suggestion that an independent parking management authority handle the implementation of paid parking at Headquarters under contract was dismissed based on its reported rejection earlier by the DDA;

b. The concept of hiring "meter maids" to patrol the Headquarters parking areas was set aside by advice from the Office of General Counsel that such individuals would not have citation authority;

c. The assumption of paid parking program implementation by the GSA, which is willing reportedly to take on the entire task, has been preempted by an earlier senior management decision;

d. A proposal to number all parking spaces on the Headquarters compound and assign spaces individually as the basis for a self-policing program, was rejected by the OL representatives as too cumbersome.

5. The C/HSB has reviewed the details and the givens associated with the OL plan to implement paid parking and has submitted the following options available with reference to its enforcement:

a. FPO enforcement: Vigorous enforcement, as noted above, would require the dedicated assignment of four officers on the second relief and preferably the procurement of mopeds or motor scooters. Inevitably it would involve the permanent closing of additional building entrances.

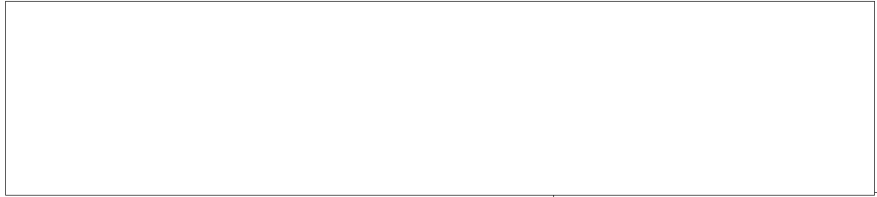
b. "Meter Maid" enforcement: This option would involve the hiring of part-time employees or independent contractors to patrol the parking areas. These individuals, with no citation authority, would issue parking violation notices. These notices would be the basis for the imposition of administrative penalties under the DCI's special authority. This option would have to be administered through component support officers.

c. Non-vigorous FPO enforcement: Under this option, a single FPO would be dedicated to the full-time monitoring of parking throughout the compound. Election of this option would be with full acknowledgement that the officer would be making spot checks of all areas and that the paid parking requirements would not be uniformly enforced in all areas throughout the day. To obtain the dedicated assignment of an FPO for these duties, permanent closing of the tunnel entrance would be proposed.

d. Administrative enforcement: This option would continue the enforcement of parking regulations as is presently being done and would not include the issuance of citations for failure to display a paid parking sticker. The OL advises that monthly printouts of employees delinquent in paying their parking fees will be sent to individual components; it further states that components receiving these printouts will be requested to ensure that delinquent employees pay their fees or return the parking permits. Under this option, problems associated with traffic congestion, parking congestion, unauthorized parking, would be handled in the same manner as at present. Enforcement of paid parking would be totally based on the collection process.

6. The Chief, Headquarters Security Branch, and I have reviewed the pros and cons of the options outlined above. It is our view that they are listed in inverse order to their acceptability. We feel that option "d" is the most desirable and option "a" the most undesirable. Our assessment is based essentially on the problems associated with resources and OS public relations. Paid parking necessarily will not be welcomed by our employees. In itself, its implementation will inevitably cause a furor. A mass issuance of violation citations under the aegis of the Office of Security can only compound the furor and focus it on the Office of Security.

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3 JUL 1980

MEMORANDUM FOR: Director of Security

FROM: James H. McDonald
Director of Logistics

SUBJECT: Federal Paid-Parking Program [redacted]

1. As you are aware, it is almost a certainty that the Headquarters complex will be included in the Federal paid-parking program this October. [redacted]

2. The OMB Circular which established the paid-parking program requires each Agency to implement an effective program for deterring abuse of parking space assignment. The key to the success of the paid-parking program is the strict enforcement of the parking regulations. In this respect, I believe it would be appropriate if representatives from our offices start planning how the parking regulations can be effectively enforced and what resources will be required to do this. [redacted]

3. I have appointed [redacted] as the task force leader to implement the paid-parking program at the Headquarters complex. He is available to meet with whomever you appoint from your office to discuss this matter. [redacted] may be reached on extension [redacted]

James H. McDonald

cc: C/LSD

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